

## REMARKS

In view of the above amendments and the following remarks, reconsideration of the rejections contained in the Office Action of January 5, 2010 is respectfully requested.

By this Amendment, claim 1 has been amended, claims 2-13 have been cancelled and new claims 14 and 15 have been added. Thus, claims 1, 14 and 15 are currently pending in the application. No new matter has been added by these amendments.

Revisions have been made to the specification and abstract, as indicated above. No new matter has been added by the revisions. Entry of the amendments to the specification and abstract is thus respectfully requested.

On page 2 of the Office Action, the Examiner rejected claims 1-4 under 35 U.S.C. § 102(b) as being anticipated by Francois et al. (US 4,936,620). For the reasons discussed below, it is respectfully submitted that the amended claims are clearly patentable over the prior art of record.

Amended independent claim 1 recites an aircraft comprising a body having an approximate circular cross section and an inner wall surface, a floor provided within the body, and a plurality of seats provided in an array on the floor. The plurality of seats of claim 1 includes *a first seat immediately adjacent to the inner wall surface, with the first seat being arranged obliquely toward a central portion of the body and obliquely relative to a proceeding direction of the body*. The plurality of seats of claim 1 also includes *a second seat adjacent to the first seat, with the second seat being arranged obliquely toward the central portion of the body and obliquely relative to the proceeding direction of the body*. Further, claim 1 recites that *an oblique angle of the first seat relative to the proceeding direction of the body is larger than an oblique angle of the second seat relative to the proceeding direction of the body*.

Francois discloses an arrangement of seats in an aircraft. In particular, Fig. 1 of Francois discloses an arrangement in which a seat 16 is adjacent to a wall of the aircraft, with the seat 16 having a plane of symmetry 17, and a seat 14 adjacent to seat 16, with the seat 14 having a plane of symmetry 15.

However, Francois does not disclose an aircraft having (1) a first seat immediately adjacent to the inner wall surface, with the first seat being arranged obliquely toward a central portion of the body and obliquely relative to a proceeding direction of the body, (2) a second seat adjacent to the first seat, with the second seat being arranged obliquely toward the central portion

of the body and obliquely relative to the proceeding direction of the body, and (3) that an oblique angle of the first seat relative to the proceeding direction of the body is larger than an oblique angle of the second seat relative to the proceeding direction of the body, as required by independent claim 1.

Rather, in the arrangement of Fig. 1 of Francois, the plane of symmetry 17 of the seat 16 adjacent to the wall is parallel to the plane of symmetry 13 of the aisles of the aircraft. Thus, the seat 16 adjacent to the wall faces directly forward (with respect to the longitudinal axis of the aircraft and the forward movement direction of the aircraft), and therefore the seat 16 in Fig. 1 of Francois is not arranged obliquely toward a central portion of the body and obliquely relative to a proceeding direction of the body, as required by claim 1. Further, Fig. 1 of Francois discloses that the seat 14 (which is adjacent to the seat 16) is angled towards the wall of the aircraft (*i.e.*, away from the central portion of the body), and therefore the seat 14 in Fig. 1 of Francois is not arranged obliquely toward the central portion of the body and obliquely relative to the proceeding direction of the body, as required by claim 1. In addition, because the seat 16 in Fig. 1 of Francois is not arranged obliquely relative to a proceeding direction of the body, as discussed above, Fig. 1 of Francois also does not disclose that an oblique angle of the first seat relative to the proceeding direction of the body is larger than an oblique angle of the second seat relative to the proceeding direction of the body, as required by claim 1.

Francois also discloses a different arrangement of seats when the seats are arranged in rows of three, as shown in Figs. 3 and 4. In particular, Francois discloses that in a row of three seats, the seat 16 adjacent to the wall is angled away from the wall of the aircraft, and that a seat 18 is adjacent to seat 16, with a plane of symmetry 19 of the seat 18 being parallel to the plane of symmetry 13 of the aisles.

However, it is noted that the arrangement shown in Figs. 3 and 4 of Francois does not disclose a first seat immediately adjacent to the inner wall surface, and a second seat adjacent to the first seat, with the second seat being arranged obliquely toward the central portion of the body and obliquely relative to the proceeding direction of the body, as required by claim 1, because Francois discloses that the seat 18 (*i.e.*, the second seat) faces directly forward. Further, because the seat 18 is not arranged obliquely relative to the proceeding direction of the aircraft (and obliquely toward the central portion of the body), Figs. 3 and 4 of Francois also do not disclose that an oblique angle of the first seat relative to the proceeding direction of the body is

larger than an oblique angle of the second seat relative to the proceeding direction of the body, as required by claim 1.

Accordingly, as Francois does not disclose an aircraft having (1) a first seat immediately adjacent to the inner wall surface, with the first seat being *arranged obliquely toward a central portion of the body and obliquely relative to a proceeding direction of the body*, (2) a second seat adjacent to the first seat, with the second seat being *arranged obliquely toward the central portion of the body and obliquely relative to the proceeding direction of the body*, and (3) *that an oblique angle of the first seat relative to the proceeding direction of the body is larger than an oblique angle of the second seat relative to the proceeding direction of the body*, it is respectfully submitted that Francois does not anticipate independent claim 1.

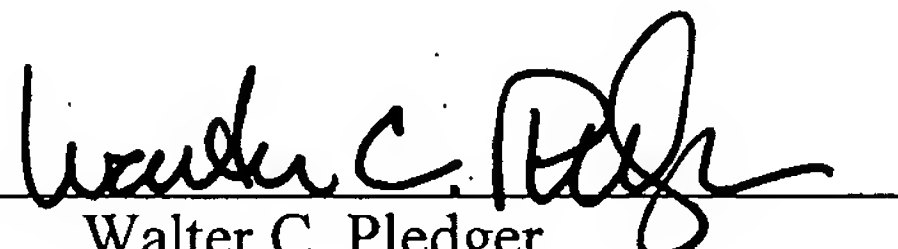
Therefore, it is respectfully submitted that independent claim 1, as well as claims 14 and 15 which depend therefrom, are clearly allowable over the prior art of record.

In view of the foregoing amendments and remarks, it is respectfully submitted that the present application is clearly in condition for allowance. An early notice to that effect is respectfully solicited.

If, after reviewing this Amendment, the Examiner feels there are any issues remaining which must be resolved before the application can be passed to issue, the Examiner is respectfully requested to contact the undersigned by telephone in order to resolve such issues.

Respectfully submitted,

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